

**Report of the President of the South Carolina Railroad Company.**

OFFICE S. C. RAILROAD COMPANY, Charleston, Jan. 25, 1851.

To the Stockholders of the South Carolina Railroad Company:

GENTLEMEN: The President and Directors of the South Carolina Railroad Company, have the honor of submitting to you the following statement of the affairs of the Company for the past year:

The gross receipts of the road, it appears from the Auditor's Statement annexed, marked A, have been for the year . . . . . \$912,720 25 And the expenses of management equal to 42 per cent . . . . . 383,040 85

Nett profit . . . . . \$528,679 40 Less interest on Sterling and other bonds, and other charges, including \$14,794 31 interest on instalments paid in advance, and on notes and script now paid off . . . . . 188,901 16

Leaving for nett income . . . . . \$339,688 24 From these profits two dividends of 3 per cent. each have been declared, amounting to . . . . . 174,600 00

Leaving a surplus of . . . . . \$165,088 24 to the credit of the Reserved Fund Account.

This result seems full of encouragement, for it has been accomplished under many adverse circumstances. For example, there has been a deficiency in the down freight of \$71,393 29, clearly attributable to the combined effects of a short crop and the break-down at the Wateree Swamp. From this latter cause alone, there was a loss of revenue, as compared with last year, of \$26,769 72-100, for the months of October and November, and an increased expenditure for repairs, of \$5,236 10-100. It seems, therefore, not unreasonable to infer, as there was an increase during the same period of \$91,710 38 over last year, in the up freight and passage, that had it not been for the adverse circumstances alluded to, the income for the year would have reached \$1,000,000, and without any material addition to the expense of management.

Early in March last a call was made upon the Stockholders for \$25 per Share on their stock, payable by instalments, with interest at the rate of 6 per cent. allowed for payments made in advance.

It will be seen by reference to the Auditor's statement, marked B, that there had been received, up to the 31st Dec. 1850, \$611,316 55 much of it in advance, leaving to come in \$358,933 45 on account of the last two, and for arrangements on previous instalments.

The debt of the Company, it will appear on reference to the Auditor's Statement, marked C, has been reduced within the year from

To . . . . . \$3,515,507 61  
Viz: Notes of the Company pd. up in full . . . . . \$244,310 87  
Script redeemed . . . . . 37,403 82  
Interest scrip for Dividend, No. 9, paid off . . . . . 8,935 00  
Palmer, Mackillop, Dent and Co, and others . . . . . 51,189 27

It will be observed that the Bonds Payable account for 7 per cent Bonds, predicated on Camden Branch Stock, is \$159,000, against \$141,000 last year. The increase arises from the issue made in January, 1850, of \$27,000 of these Bonds, of which \$9,000 have since been paid, leaving the addition of \$18,000, as indicated by the account.

The Bills Payable account, was also increased in January of last year, from \$244,310 87 to \$264,801 71; but that account has since been extinguished, and the Company have no note or debt that is due outstanding.

The Auditor's Statement, marked D, shows the receipts and expenditures of the Company for the year. It will be seen that the Company have paid for iron, for relaying the Road \$277,335 24.

This is for the 5000 tons previously ordered, and for 1500 tons ordered since to complete the Road, all of which has been received.

Fifty-eight and a half miles of old road have been relaid with new iron, within the past year, at a cost of \$46,790 49 for labor and timber, leaving 39 miles, (exclusive of five and two-thirds at the Inclined Plane) on the Hamburg branch (above Branchville) to be finished after the 1st of January, 1851, besides 10 miles of a heavier rail, the relaying of which may be deferred until a later period.

As the condition of the road, and the increased number and weight of the trains passing over it, seemed absolutely to demand the immediate reconstruction with the new and heavy rails that had been ordered, all the necessary preparations had been made to accomplish it by the 1st of last month; but unfortunately the shipments of the iron were delayed in the early part of the year in England, and subsequently, when orders were given for its immediate shipment, great difficulties and delays were encountered in obtaining vessels to send it forward; the consequence was that it did not arrive in sufficient quantities to furnish employment to the hands, until just before the time when circumstances occurred to make it necessary to transfer the force to the Wateree Swamp.

The work is again progressing, however, with spirit, and the remaining 39 miles will be new ironed by 1st April, or very soon afterwards.

The motive power of the road has been increased within the year, by the addition of 5 new Locomotives, (3 for passengers, and 2 for freight); by 5 passenger, 1 baggage, and 17 freight cars.

The Locomotives are lighter than those heretofore used; of superior construction, and in every way admirably adapted to the road. They cost \$7,500 each, and with charges added amount to \$8,668 59.

The passenger and baggage cars have given equal satisfaction. The former cost on an average \$2,000 each, the latter \$1,000;

amounting together, with charges, to \$12,548-36-100.

The freight cars were delivered mostly under previous contracts; those from Hacker and Co. are superior to any others on the road. The property in Car Account, stands charged in the statement referred to, with 190 freight cars; this was the number paid for, but 137 only were received within the past year, as previously stated.

The freight and passenger depots, which, when we last met were already far advanced, have since been finished, according to the original plans. There has been paid within the past year, on account of the depots and fixtures, including \$2,000 for a house and lot purchased adjoining on the east, the sum of \$17,995 73; and there is an unadjusted balance due to the Contractors, of about \$9,500; and the brick, amounting to about one million and a half, which was furnished by the Company, and has not yet been charged up.

The total cost of depots, and lands, after crediting the account with \$15,000, less broker's commissions for a house and lot at the corner of King and John-streets, sold, will be from 120,000 to \$125,000.

Early in July last, a contract was made with a highly responsible and efficient Company for grading the 1st, 2d, 3d and 4th sections of a route previously adopted by the Board for avoiding the present Inclined Plane at Aiken, the 5th section being reserved for the Company's own hands.

The route was adopted after the fullest consideration, from a survey made by G. B. Lythgoe, esq., the Company's own Engineer and Superintendent of the road, and under advice of some of the most eminent Engineers of the country. It leaves the old road near Mrs. Schwartz's at Lower Aiken, and running to the left crosses the present Plane about 800 feet from its summit, and intersects the old road again near the Graniteville Station, making its whole distance 29,800 ft, equal to 5 2-3 miles being 1800 ft, or a little over one third of a mile shorter than the present road. The route is a straight line for five miles, with the exception of a curvature of 1 1-4 inches in 50 feet at the lower end, and another of 700 feet on a level near Mrs. Schwartz's where the radius is 2000 feet. The grade is 52 8-10 feet to the mile, and the estimated cost \$110,000. The period stipulated in the contract for the completion of this work, is from the first of April to the 1st of July next. An efficient force of 130 hands has been at work on it since August last, and the progress already made in the work warrants the expectation that the contractors will be up to their time.

Great efforts will be made to complete the whole, and have it in readiness for the business of the ensuing season. A heavy rail, of the bridge pattern, and weighing 70 lbs. to the yard, has been ordered, and is now on the way for ironing it.

In August a contract was made for building work shops opposite Tivoli Garden, according to plans and specifications furnished by J. D. Petsch, superintendent of machinery and motive power. The contract for bricklaying, carpenter, and slater's work is . . . . . \$16,684

The bricks and lumber are to be furnished by the Company, and estimating them at the actual cost, without freight, the amount will be . . . . . \$8,235

Making . . . . . \$24,219

The work is far advanced, and will be completed about the time specified in the contract, say 1st April next.

Machinery for the shops of the latest and most improved invention and construction, is now being selected by an agent sent on to the North for the purpose, and will be received by the time the shops are ready.

The report of the General Superintendent of the road is herewith submitted. It sets forth the condition of the road, with the character and extent of repairs done upon it, and the cost of keeping it up. The principal item in the repairs for the Camden branch, it will be seen, is for re-building the road across the Wateree Swamp. The tressel work over that swamp gave way early in October last, while an engine and train of 12 cars, loaded with cotton, were passing over it; and as the caps or cross-ties, resting upon the piles, and supporting the frame work above, some 10 feet in height, were not fastened to the piles either by dowel pin, tenon, or otherwise, the whole superstructure, when it commenced falling, fell to the abutment of the bridge at the river, a distance of 3 1-4 miles.

The force engaged in relaying the road on the Hamburg branch, had just then for the first time received a sufficiency of iron to keep them in full employment, and were progressing rapidly in laying it down, with the view of finishing the whole road by the first of January, 1851, as first contemplated. When the break-down in the Wateree Swamp took place, the Company had no alternative but to abandon this important work for a time, and devote the whole force to the reconstruction of the road over the swamp, while the waters were low.

By extraordinary exertions on the part of the superintendents, carpenters and men, the road was re-built and open for passengers in little over six weeks from the date of the accident; and in less than two months the freight trains were passing over it. The cost to the Company, in labor, materials, and provisions, in re-building the road, was \$5,236 10. But the chief loss has been, as before stated, in the revenue, and in the loss of the profitable use of two engines, and some twenty-six freight cars, in the Wateree Swamp, and on the Camden side; but more than all in the delay in relaying the Hamburg branch.

We also refer to the Report of the Superintendent of Machinery and motive power, for the condition in detail of the engines and cars in service; their number and value; the repairs; the work done in the work shops, and the machinery on hand. By the inventory appended to his Report, there appeared to be in service, 31st December, 1850, thirty-seven locomotives, (five having been recently condemned) valued at . . . . . \$205,915 00  
Fifteen passenger cars, (4 having been recently condemned,) valued at . . . . . 27,842 36  
Nine baggage cars, (1 having been recently condemned) valued at . . . . . 7,400 00

And 427 box, platform, and stock (fifteen having been condemned, and 38 broken up during the year,) valued at . . . . . 182,000 00

\$413,257 36

The work done in the shops, in repairs, and including three passenger cars re-built, it seems otherwise, has been for the year. . . . . \$25,157 00  
While the expenses of the establishment appear to be, for labor, as per pay rolls . . . . . 60,735 76  
Overtime provisions, &c. . . . . 2,500 00

The tables annexed, marked 1, 2, 3, will show the Receipts of the road for freight, passenger, &c. for each month of last year; the comparative receipts of Cotton for 1849 and 1850, and for each year from 1844 to 1850, inclusive. It will be seen from these tables, that while the receipts for the first six months of the past year were short 61,652 bales, the receipts for the six months ending 31st December, 1850, show an increase over the corresponding months of the previous year, of 6,591 bales, making the total decrease in the year 55,061 bales.

Besides the usual current business of the road the motive power of the Company has been severely taxed, especially in the last six months, in transporting large quantities of iron for other companies, besides the iron and timber for its own road, and brick and lumber for its own workshops and other purposes. For the last six months employment has been furnished constantly, for at least three engines and sixty cars for these purposes alone, and comparatively little compensation for the transportation for other Companies, while that done for our own purposes adds materially to the expense, but nothing of course to the revenue.

Presuming upon a continued increase of business for the ensuing season, four freight and two light passenger engines, and two passenger and baggage cars each, have been ordered. Two of the freight engines are expected immediately; the other two later in the season, and the passenger engines not until the 1st of July. The passenger cars have already been received—one of them from Hacker & Co. the other from a Northern maker. They both compare well with those previously received.

The expenditures required for the current year, apart from the ordinary purposes of the Road, will be principally for the Inclined Plane, and Work Shops.

The receipts, other than those of the Road, will be from balances due on instalments, and the amount to be received from the Greenville Company under the existing agreement with them for the Flange Iron from our Road.

The agencies at the different points have undergone examination at the close of the year, by Committees from the Direction, and all have been found right and satisfactory.

By a Resolution of the Stockholders at their last meeting, the report and resolutions from the Committee on Proxies were referred to the Board of Directors for their consideration and action, and the Board have had the same under consideration; but while they comprehend the difficulty which the Committee on Proxies labor under, they could not, as they conceived, undertake to make an arbitrary rule, the effect of which might be to deprive many absent Stockholders of their votes. It was therefore resolved, That the subject be referred back to the Stockholders.

All of which is respectfully submitted.  
H. W. CONNER, President.

**Thirty First Congress-Second Session.**

WASHINGTON, Jan. 20, 1851.  
SENATE.—Mr. Hamlin presented a petition, praying the repeal of the fugitive slave law, which was laid on the table.

On motion of Mr. Downs, 5,000 extra copies of the report of the Secretary of War upon the inundation of the lower Mississippi, were ordered to be printed.

Mr. Berrien reported back the bill to ascertain and settle private land claims in California, with a substitute for the same, and it was fixed for Monday next.

Mr. Pearce reported a joint resolution for the purchase of the works of Alexander Hamilton.

Mr. Clay submitted a resolution, which lays over, directing an enquiry by the committee on commerce into the expediency of making more effective provisions by law to prevent the employment of American vessels and seamen in the African slave trade, and especially as to the expediency of granting sea letters or other evidence of national character to American vessels clearing out of Brazilian ports for the western coast of Africa.

Mr. Seward introduced a joint resolution directing that in the purchases of manufactured steel by the government, American manufactured steel shall have the preference.

The bill from the House to reduce the postage on letters, &c., was referred to the committee on post-offices and post-roads.

The Senate then took up the bill providing the payment of the claims of American citizens for spoiliations by the French prior to 1800.

Hunter addressed the Senate till 3 o'clock, in opposition to the bill.

And then, on motion of Mr. Seward, the Senate adjourned.

In the House, Mr. Hammond presented the petition of one hundred and nine farmers, mechanics and workmen, of both political parties, citizens of Baltimore county, Md., representing the greatly depressed condition of cotton manufacturing, and other interests of that county, which they believe arises from the want of a proper modification of the tariff laws; and praying that laws may be modified by Congress, which was referred to the committee of ways and means.

The bill was then taken up, having for its object to ensure the prompt execution of the act passed last session, granting bounty lands to officers and soldiers, who have been engaged in the military services of the United States.

Mr. McClelland, of Illinois, moved an amendment, which excited considerable discussion, for securing to registers and receivers of the several land offices, for their services in locating military and bounty land warrants, from persons applying to locate the same, a fee at the rate of twenty-five cents for each forty acres so

located; provided that the salary of each of such registers and receivers shall in no case exceed three thousand dollars per annum.

An amendment to the amendment giving a more extended operation to the former, the Speaker ruled was out of order, it being applicable to other laws than that to which the bill before the House referred, and to cases which the act of September last does not embrace.

The chief ground upon which the payment of the fee was supported, was the the additional duty which the bounty land law imposes—the wants requiring six times the labor ordinarily required when other lands are applied for. During the debate on this bill the Secretary of the Interior was attacked and supported; the routine of the pension office was copiously animadverted upon, and the inefficiency of the department condemned.

The hour of three o'clock having arrived, a motion was made to adjourn. The yeas and nays were then called for, but a sufficient number of members did not vote for taking the question in this way. A division was then moved, and there being 93 in the affirmative and 49 in the negative, the House adjourned till to-morrow.

**THE CAMDEN JOURNAL.**

THO. J. WARREN & C. A. PRICE, Editors.

TUESDAY EVENING, JANUARY 28, 1851.

**A FALSE REPORT.**

We understand that it is reported in the up-country, that the small pox is prevailing in Camden. This report is untrue, and without the least shadow of foundation. Camden was never more exempt from disease of any kind. The proper authorities have adopted efficient measures to prevent the approach of small pox to our town, and if there is a case nearer to us than the infected Districts in North Carolina, we are not aware of it.

Of one thing our country friends may rest assured; if we should ever have the disease amongst us, we shall consider it our imperative duty to make it known through our columns, as soon as the fact comes to our knowledge.

There will be a meeting of the Southern Rights Association for Kershaw District, on the first Monday in February.

JOHN CANTEY, President.

**Our Market.**

On Friday last, our Cotton quotation, for the best quality, was 13—since then, the market has been steady, with a slight decline in prices. On Saturday, sales were effected at 10 to 12. Since the last news from Europe, prices have lowered. We quote for yesterday and to-day, 10 to 12 7-8 extremes.

Our market, in other respects, is still one of the best in the State. Country produce will command the highest prices, and Groceries and Goods of all descriptions, as will be seen by our Prices Current, (corrected semi-weekly) are sold on the most reasonable terms.

In Charleston, the Cotton market may be said to have been brought to a stand on Saturday last, so little was done in the article, and prices for the present must be considered nominal. About 400 bales were sold within the range of 12 to 13, and a small lot of strictly choice as high as 13.

**Census of Kershaw District.**

The following numbers have been kindly furnished us from the returns of Mr. Joseph E. Nettles, Assistant Marshall, showing the population of our District:

| FREE INHABITANTS. | SLAVES.       |
|-------------------|---------------|
| In 1850—4,96      | In 1850—9,578 |
| 1840—4,238        | 1840—8,040    |

Increase, 658      Increase, 1,538  
Showing an increase in the free population, including white and colored, within the last ten years equal to 15, and in the slave of 19 1/2 per cent.

The owner's valuation of Real and Personal Estate is as follows:

|                            |                |
|----------------------------|----------------|
| Real Estate, . . . . .     | \$1,452,004 00 |
| Personal Estate, . . . . . | 4,182,938 00   |
| Total, . . . . .           | \$5,634,942 00 |

The number of deaths in the District for the year 1850, was 180, including white and colored.

**Rail Road Report.**

We have been necessarily compelled to exclude several articles intended for this evening's paper, to make room for the Report of the President of the Rail Road Company. It contains much that is interesting relating to the operations of our Rail Road during the past year.

**Southern Rights in Virginia.**

We have received the Address of the Southern Rights Association of the University of Virginia, to the Young Men of the South. We are proud to see such a spirit manifested by the students of this Institution, the number who have signed the Constitution is over 130, and the Resolutions which were passed unanimously, are of the right stamp, to-wit: the 3rd. Resolved, That compromises and remonstrances having failed to check the onward march of fanaticism, our only safety now, seems to be in "State Action," in support of which, we pledge "our lives, our fortunes, and our sacred honor." We hope in this noble band of young Southern Patriots, many Washington's and Henry's may be found fearless advocates of justice and equal rights, who are not afraid of being charged with "Treason" or of meeting the "Traitors" doom.

We had the pleasure of seeing in our City the Editor of The Camden Journal.—He has added to his vocation, filled with credit, that of member of the Bar. May his efforts, both in Law and at the Press, receive a rich reward wherever he labors, then we may be sure of a good Price.—*Chas. Eve News.*

The Hon. Judge seems to be a lawyer, a poet and a wit. He is deep in the first, elegant in the second, and brilliant in the third—but we must remember that good Porter is always sparkling.

**South Carolina and her Position.**

The Southern Press under this caption, has recently administered to the National Intelligencer, a few wholesome lessons, which we hope may benefit this compromise Organ, at least, so far as keep it in check, and teach it a practical lesson that some things can be done as well as others. The organ of the "Northern Loyalists" must know that some people have as much intelligence as others, and although it may continue busily engaged in its vocation, as the Press very properly remarks, "in magnifying Northern Loyalists, and abusing Southern Malcontents," it will prove love's labor lost, and a useless experiment in attempting to palm off its vile slang upon us; the warning given to the South, intended we suppose, for South Carolina's especial benefit, abused vilified and misrepresented as she has been by the Intelligencer and the whole tribe of Northern adherents, the portentous language of the following: ("Let Southern Malcontents read and see that there are strong men in the North, as well as in the South.") we hope may meet the same response, that was given when Lochiel was warned "of the day." To the Intelligencer as the organ and exponent of Northern Loyalists, whose ends and interests it subserves so admirably, we say, "down toothless insulter we'll trust not thy tale." Your "strong men in the North" are those who neither fear God, nor regard man; whose strength may be found, in endeavoring to counteract the laws of nature, and to a perversion of all the principles of justice and humanity; these are your "strong men;" very strong? too strong for law; wedded to their blind fanaticism, they are unwilling that others should live in the enjoyment of their own opinions, even in this "glorious Union." Go and preach to your "strong men in the North;" prate as much as you please about the "local disloyalists;" abuse, vilify, and misrepresent, and grossly attempt further outrages upon South Carolina, it is an easy task for an adept to perform. The Intelligencer, has served its time at this trade for lo! these many years, and is graduating with the first honors of the season, having served its masters long "with a spirit so loving and loyal;" indulge your imagination to its utmost capacity; do your best to destroy the perpetuity of this Government as a glorious Union—you are succeeding finely; a few more threats, and an adherence to the established order of the day—oppression to the South—and the work is accomplished—the die is cast, and the Rubicon will be crossed—a few years longer, it may be, and "The conflict is done,

A nation has fallen, oppression has won!  
A nation has fallen, yet how noble that fall,  
Fame lives in her ruin, and glory's her pall."

Such may be our fate, and the Intelligencer will have the satisfaction of knowing, that in common with other recreants to the cause of justice and equal rights, they have done their part to bring this result about—and of course will share largely in the spoils.

"The Intelligencer may stuff its columns with silly conjectures about the climate, geography, or aristocracy, of South Carolina. It may call her mad—irresponsibly made; but there is not a man in the Union, who has any knowledge of human nature, or any knowledge of history, who will not turn away with contempt at the display of such solidity or hypocrisy."

**South-Carolina Rail Road.**

We are authorized to state (says the Mercury,) that the Committee appointed at the last annual meeting of the Stockholders of the South Carolina Railroad Company, "to consider and report to the next meeting of the Stockholders what number of Directors is provided for by the charter, and the amendments thereto, and also what are the provisions as to the mode of electing the President," are prepared to report to the Stockholders, That fifteen Directors are to be elected by the Stockholders, and will form the Direction of the Company, and that these Directors from their own body elect the President of the Company.

The receipts of cotton at New Orleans on the 16th inst. were over nineteen thousand bales, considerably exceeding those of any one day for the past, or for several previous years.

**The Weekly News.**

The first Number of this excellent Family Paper has been received. Published in the city of Charleston by Messrs. Paxton & Co. at Two Dollars per annum, and edited by the Hon. Benjamin F. Porter. There is no excuse now for Southern people to complain of a want of good Literature at home, the "Weekly News," and "Southern Literary Gazette," are superior to any Northern Weeklies that are received at the South. We are glad to see the "News" in such a handsome dress. We confidently hope the pride of our citizens will not allow these admirable Weeklies (the "News" and "Gazette") to fall for want of patronage; every family ought to take them.

**Edgefield Advertiser.**

The last Number of this excellent paper, contains the introductory of Col. Arthur Simkins, the newly installed Editor, judging from the specimen, if this be a fair sample, we may reasonably hope to be favored with many more of the same sort of capital editorials. We wish our brethren abundant success.

**For the Camden Journal.**

I notice in the last Journal, the following interrogatory propounded to the nominees for the State Convention, viz: "In the event of no other Southern State co-operating with South Carolina, in resisting the aggressions of the North, will you go for separate State action?" To which I unhesitatingly answer No.

I have never doubted the right of a State to secede, whenever her rights under the Constitution are infringed by Federal legislation—but the policy of doing so is another and a different affair—and I am not prepared to advocate a measure that in my opinion would place South Carolina in a position she could not sustain, and which would protract, if it did not ultimately prevent the formation of a Southern Confederacy. Under existing circumstances,